SR 99 Alaskan Way Viaduct and Seawall Replacement

Revised July 2003

Scenario

Tunnel Plan

Project Description:

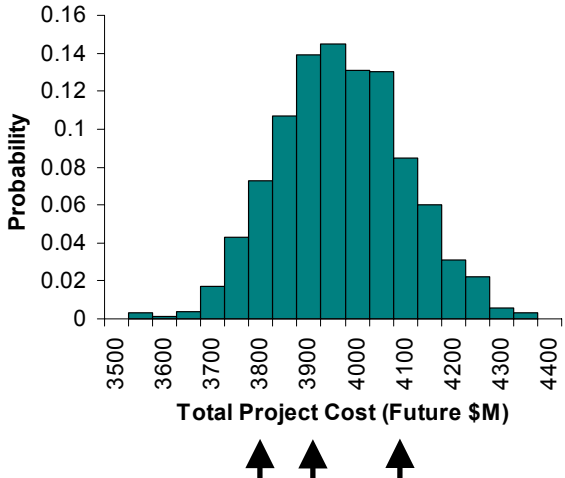
- Replaces the viaduct and seawall with a six-lane, side-by-side cut and cover tunnel.
- Re-builds the seawall from Pike Street to Myrtle Edwards Park.
- Replaces south end of viaduct with a surface road and connects Royal Brougham and Atlantic (SR 519) over SR 99.
- Upgrades the Battery Street Tunnel to meet fire and life safety standards.
- Widens the Mercer Street underpass north of Battery Street Tunnel to facilitate construction detours and improve access.
- Restores Alaskan Way with four lanes.
- Provides improved pedestrian and bicycle access along Alaskan Way.

Schedule:

Begin Construction
Range: 2008 - 2009

End Construction
Range: 2015 - 2016

CEVP Result:



Project Cost Range:

10% chance the cost < $3.8 Billion

50% chance the cost < $3.9 Billion

90% chance the cost < $4.1 Billion

Project Benefits:

- Reduces seismic risk for viaduct and seawall.
- Maintains current highway capacity.
- Improves central waterfront by building pedestrian promenade, creating open space, bicycle trails, and track for the streetcar.
- Improves safety in Battery Street Tunnel by installing new fire and ventilation systems.
- Improves storm drainage by upgrading to current requirements, which reduces storm water pollution.
- Reduces noise and visual impacts of elevated viaduct in central waterfront area.

Project Risks:

- Catastrophic failure of viaduct and/or seawall could occur before replacement
- Complex construction in a dense urban area could increase cost and delay schedule.
- Limited number of contractors qualified and available to pursue a project this large.
- Complexity in maintaining traffic, relocating utilities, impact to businesses along central waterfront.
- Potential legal challenges.

What's Changed Since 2002 CEVP:

- Scope: Project limits shortened. Significant reduction in scope. Midtown ramps are no longer included. Over-under (stacked) tunnel replaced with shorter, side-by-side tunnel through the central waterfront and incorporates upgraded Battery Street Tunnel (fire and ventilation system) into design.
- Schedule: Construction will begin one to two years later than previously estimated due to delay of funding. End Construction range advanced by three to four years due to improved construction sequencing.
- Cost: Changes in scope reduced costs by $6.3 to $7.5 billion.

Financial Fine Print (Key Assumptions):

- Full project funding available by July 2005.
- Inflation escalation is to 2012, approximate midpoint of construction.
- Additional federal, state, regional and local money is needed to complete this project.
- Project cost range includes $25 million in past expenses, beginning 2001.

Level of Project Design: Low — Medium — High

July 16, 2003

Washington State Department of Transportation